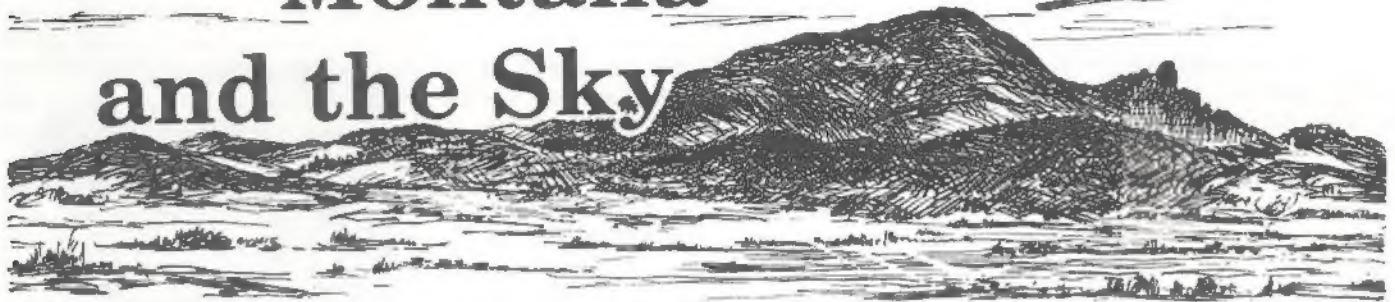


Montana and the Sky



Vol. 38, No. 8

MONTANA AERONAUTICS DIVISION

August 1987

AUSTRIAN AIR CADETS VISIT MONTANA

Eight young people from Austria recently toured western Montana as a part of the Civil Air Patrol International Air Cadet Exchange Program (IACE). The group was in Montana from July 25 to August 4.

Nineteen nations have similar youth aviation programs. The joys of flying are shared and international understanding is promoted.

Eduard Kalina from Vienna escorted cadets Barbara Czernilofsky, Bettina-Eva

The Montana Aeronautics Division presented each cadet with a Montana Aeronautical Chart and Airport Directory.

Since all the cadets were well versed in aviation, they enjoyed the aerial views provided by their air tour. They said that western Montana reminded them of Austria.



The Montana Aeronautics Division presented each Austrian visitor with a Montana Aeronautical Chart and Airport Directory, distributed by Ray Austin, Supervisor of Aviation Safety and Compliance for the Division.

(Photo by Bob Ruthemeyer)

Pechousek, Manfred Binder, Franz Mayer, Andreas Haider, Herbert Seper, and Thomas Schoggler.

While in Montana, the cadets toured Yellowstone and Glacier National Parks and stayed with host families in Bozeman, Great Falls, and Kalispell.

The group arrived in Helena in three Montana Civil Air Patrol planes. They toured the city and the capitol area. The Austrians left Helena carrying a tangible piece of Montana with them—Montana sapphires which they found in working sapphire concentrate.

up and spent summers working on Montana ranches owned by friends of his father.

In the 1950s and '60s, Todd lived in Red Lodge, working for the National Science Foundation in the Beartooth Mountains, and in Garrison, where he did geological analysis for Princeton.

In the 1970s, Todd moved to the East Coast where he ran a fixed base operation. He was appointed to the National Transportation Safety Board in 1975 and served on that Board for three years. He was chairman of the Safety Board in 1976 and 1977, serving under President Ford and President Carter.

In the late 1970s, Todd moved to Denver where he worked for Frontier Airlines until his move to Montana in the early '80s.

Todd is a commercial and instrument-rated pilot and a flight instructor with over 5,000 hours of flight time.



Dan Todd

Todd Appointed to AOPA VP Position

Dan Todd, Pray, has been appointed by John Baker, president of AOPA, to become Senior Vice President of Government and Technical Affairs. He will assume his duties on August 24.

Todd is general manager of the Chico Hot Springs Resort at Pray.

A native of New Jersey, Todd was educated at Princeton. He had visited Montana on numerous occasions as he was growing

Administrator's Column

First Annual Family Fly-In Expo. It is with a great deal of satisfaction (and maybe a sigh of relief) that I'm able to say the First Annual Family Fly-In Expo, held at our Yellowstone Airport July 24-26, 1987, turned out to be a huge success. Originally we had planned on conducting our annual Montana Aeronautics Division Density Altitude Clinic at Yellowstone and had requested the participation of Helena FAA Accident Prevention Specialist Ron Waterman. Well, Ron agreed wholeheartedly; but, after thinking about it for a while (probably 10 seconds), he came up with an ambitious proposal to expand it into a three-state safety clinic and enlist his cohorts in Wyoming and Idaho as well as the Idaho Aeronautics Division. Although I was a bit taken aback by what I felt was a big, over-ambitious dream, I agreed to go along with it if he could put it together. I was especially skeptical about results of soliciting volunteer help from flight instructors. Ron came back shortly, after much brainstorming with Al Neal, Wyoming FAA APS, and John Goostrey, Idaho FAA APS, and Worthie Rauscher, director of Idaho Aeronautics, with a "GREEN LIGHT." They all liked the idea, and then is when all of the planning and work started. In short, the Expo was a giant flight safety clinic which included a density altitude clinic, ground school instruction, mountain flying, CAP exercise, flying companion course, three hours of dual flight instruction for the FAA Wings program, etc. Many pilots brought their families, who enjoyed Yellowstone Park tours, fishing, camping, and just relaxing. The Montana Aeronautics hosted the Western International SAR Advisory Council meeting during the Expo as well. Col. Michelsen, commander of the National Air Rescue Coordination Center, arranged for the USAF 304th Air Rescue Squadron to bring in their famous worldwide communication jeep and trailer for demonstration in one of their C-130s. The USAF also provided a standby MAST emergency medical helicopter from Mountain Home AFB as did the Utah National Guard. Drew Dawson of the Montana Health Department coordinated the emergency medical plan between the three states and Yellowstone Park as well as the sheriffs' departments, hospitals, and the West Yellowstone Medical Clinic. Drew and his assistant, Ken Threet, set up and manned an emergency command post at the Yellowstone Airport. The Idaho Back Country Emergency Medical Team assisted in this effort. Over 337 airplanes flew into the Yellowstone Airport for this event; and, needless to say, we had a big parking job, which was done through volunteers. The FAA, in addition to their APSs' participation, provided a temporary control tower and flight service station as well as additional support from their FSDOs. Our "BIG SKY COUNTRY" lived up to its name by offering beautiful weather. Needless to say, the entire event was a huge success; and, as the title of this article indicates, this was the "FIRST" Family Fly-In Expo. We are already formulating plans for the SECOND. I guess I should not be mentioning names, as there are so many, many people who contributed so much to make this event a success and I do not want to slight anyone. However, I do wish to thank everyone who worked so hard. THANK YOU ALL!!!

* * * * *

General Aviation Safety. The National Transportation Safety Board has reported that the first half of 1987 has shown an overall 25.2 percent (228 to 186) decrease in fatal accidents over the same period in 1986, which was the record low year for GA safety. Total accidents dropped from 1,305 to 1,185 (-9.1 percent). Personal GA flying fatal accidents dropped from 155 to 127 (-18 percent) and the number of fatalities dropped from 281 to 277 (-19.2 percent). GA business fatal accidents decreased from 115 in 1986 to 109, and aerial application accidents dropped from 109 to 83 for the same period. Commercial operations did not fare quite so well, however, with flight instruction showing an increase from 9 to 14 with fatalities up from 17 to 26 and Part 135 operators going from 15 fatal accidents with 27 fatalities to 23 fatal accidents with 54 fatalities for the same period in 1987. What this tells me is that with all the DOT/FAA's intensified surveillance and enforcement actions against GA commercial operators over the past 9-12 months, it has not resulted in a positive safety impact; in fact, it appears from the NTSB report that it has gone the other direction. As you know, I have strongly disagreed with the DOT/FAA's policy of hiring all of these investigative enforcement people to go out and look for even the minutest technicality for which they can initiate enforcement action to levy heavy fines, suspen-



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sions, revocations, etc. It is my opinion that this has little, if any, impact on GA safety. What it does do, however, is align the GA commercial operators against the FAA and look upon them as the enemy. THIS IS REAL IN MONTANA, and I'm very concerned about the changing negative attitudes toward the FAA. This is not healthy! We need to get back to a positive attitude of working together for the betterment of aviation which will result in improving flight safety. This cannot and will not be achieved when people are lining up against one another. I believe that what we recently experienced at our First Annual Family Fly-In Expo at West Yellowstone (mentioned above) is proof enough that this is the effective means to achieve our common goals to impact flight safety in a positive manner. As I've stated many times, I believe that the FAA needs to take a hard look at committing more resources and expanding their Accident Prevention Specialists program. I do not feel that operators and pilots react in a positive manner while working under intimidation and fear. The FAA Accident Prevention Specialists will do far more to affect GA aviation safety through education programs than all of these enforcement people will ever accomplish, and we will see positive attitude changes because we are all working together in a cooperative effort toward achieving the same goals.

KALISPELL YOUTH WINS TRIP TO EAA ACADEMY

Darin Coker, a student at Flathead County High School, was the winner of Category III, Grades 10-12, of the Montana Aeronautics Division Aviation Awareness Poster Contest held this spring. As the Category III winner, Darin was awarded an expense-paid trip to the EAA Air Academy in Oshkosh, Wisconsin.

The trip was partially funded through donations by the aviation community collected during the 1987 Montana Aviation Conference. The remainder was paid for from the Montana Aeronautics Division scholarship fund.

Darin was presented with a framed certificate honoring his achievement at a ceremony held in Kalispell on July 14. Making the presentation were Mike Strand, aviation education representative on the Montana Aeronautics Board, Mike Ferguson, Division administrator, and Fred Hasskamp, chief of the Division Safety and Education Bureau.

Darin is the son of Mr. and Mrs. John Coker of Kalispell. His teacher at Flathead County High School was Wes Hines.



Darin Coker, Kalispell, displays his winning poster and certificate entitling him to a trip to the EAA Air Academy in Oshkosh, Wisconsin. Pictured with Darin are (left) Mike Ferguson, administrator of the Montana Aeronautics Division, and Mike Strand, aviation education representative on the Montana Aeronautics Board.

CALENDAR

Aug. 29-30—MPA Fall Fly-In, Kalispell City Airport.

Sept. 4-7—1987 Natiue Airplane Association National Fly-In, Bartlesville, Okla.

Sept. 17-20—Reno Air Races.

Sept. 18-20—Mountain Search Pilot Clinic, Kalispell.

Sept. 18-20—99s Northwest Sectional Meeting, Spokane.

Oct. 2-4—MFF Convention, Lewistown.

Oct. 18—Plains Fly-In. Free breakfast 8:00 a.m. to 11:00 a.m.

Oct. 21-22—Montana Aeronautics Board Meeting, Helena.

Feb. 18-21—1988 Montana Aviation Conference, Billings.

Feb. 18-21—Aviation Mechanics Refresher Seminar, Billings.

Feb. 26-28—Flight Instructor Refresher Clinic, Helena.

MPA TO HOLD FALL FLY-IN

The Montana Pilots Association Fall Fly-In has been set for August 29-30 at the Kalispell City Airport. The event is sponsored by the Montana Pilots Association and hosted by the Kalispell Flathead Hangar.

Organized as a social gathering for their organization, members are encouraged to bring friends and potential new members.

Most of the organized activities will take place on Saturday. There will be a static display, and the afternoon is open for socializing and getting acquainted with the MPA president and other officers and members.

A barbecue will begin at 5:00 p.m. on Saturday evening with a hangar dance to follow at 8:00 p.m. On Sunday, coffee and donuts will be served from 8:00 to 11:00 a.m.

The cost of the fly-in, which includes the barbecue, dance, and Sunday donuts, will be \$5 for members, \$3 for children under 12, and \$10 for non-members. New members who join will receive a discount rate.

The Flathead Valley offers numerous other attractions/activities. Accommodations are available at area motels.

For more information, contact Strand Aviation at 257-7678, Paul Palmer at 752-0523, Jay Billmayer at 257-8708, or Don Ross at 755-2618.

FLY-IN EXPO AT YELLOWSTONE A RESOUNDING SUCCESS



Two of the pilots who volunteered their services were Terry Noble (left) and Dr. Charles Petty, both of Hamilton, who helped with parking airplanes.



Parking was at a premium at Yellowstone Airport during the First Annual Family Fly-In Expo held July 24-26. The Billings FSS, which set up a temporary station at the airport, reported 321 inbound flight plans, 232 outbound flight plans, and 353 contacts. The C-135 was flown in by the 304th Air Rescue Squadron out of Portland, Oregon, and brought for demonstration a one-of-a-kind worldwide communications jeep. The 304th also participated in the meeting of the Western International Search and Rescue Advisory Council which was held in conjunction with the fly-in. Also pictured is a MAST helicopter from Mountain Home Air Force Base, Idaho, which was on standby for possible emergency medical evacuation.



Col. Robert Michelsen, Commander, Rescue and Recovery Center, Scott AFB, Ill. (left), discusses communications equipment with Paul Burkett, administrator, Oregon Aeronautics.



The educational sessions were held in tents donated by the Montana Army National Guard.



Explaining the 304th C-130/Communications jeep to those attending the SAR Advisory Council meeting is Chief M/Sgt. Bill Kratch.



Seminar sessions in the tents were played to overflow crowds, such as the one on mountain flying conducted by Sparky Imeson (top photo), Denver. Sparky has conducted similar sessions at the annual Mountain Search Pilot Clinic and at the 1987 Montana Aviation Conference.



A temporary tower was erected on the roof of the terminal building. Here it is manned by Dal Session, manager of the Billings tower, Rebecca Smith, Billings controller, and Dick Joswick, manager of the Helena tower. Also assisting at the tower was Jim Erkens, Billings tower supervisor (not pictured).



Operating a temporary Flight Service Station set up on the field are (at left in the cap) John Ellsworth, manager of the Billings FSS, and (at right) Steve Robinson, also with the Billings FSS.



Taking a theodolite measurement during the density altitude fly-off competition is Jim Conder, Safety and Education Officer with Idaho Aeronautics. Many of the pilots who attended the Expo participated in the fly-off which required that they first attend a density altitude clinic conducted by Fred Hasskamp, chief of the Safety and Education Bureau of Montana Aeronautics.



Checking measurements are (from left) Fred Hasskamp, Montana Aeronautics; Jim Conder, Idaho Aeronautics; and Loretta Wilson, Colorado. (Pilot behind Loretta is unidentified.)



Will Mavis, Helena (left), and Worthie Rauscher, chief of the Idaho Bureau of Aeronautics, take a break during the theodolite testing.

YELLOWSTONE. . . .



Meals most often consisted of picnics on the airport lawn.



This gang of volunteer cooks pitched in and operated the barbecues.



A few of the many who worked so hard to make the Expo Fly-In the success that it was. Posing for the camera are (back row, from left): Jim Conder, Idaho Aeronautics; Jerry Burrows, Montana Aeronautics; Libby Roth, Billings FSFO; Worthie Rauscher, Idaho Aeronautics; Glenda Neal, Casper; Al Neal, Wyoming APS, Casper; Ron Waterman, Montana APS, Helena; and Patty Waterman, Helena. In front are (from left): Will Mavis, Helena; Art Wells, manager, Helena FSDO; Bonnie Pidgeon, Boise FSFO; Barbra Proulx, Montana Aeronautics; Mike Ferguson, Montana Aeronautics; John Goostrey, Boise APS; and Chuck Petty, Yellowstone Airport manager.

99s Complete Marking Projects

The Montana 99s completed an airmarking project on the Big Timber Airport on June 27. Seven 99s participated in the project and were assisted by Doug and Ron Ferguson, who also served as official photographers. Following the work party, the 99s were treated to lunch by Yellowstone Air Service.

Another airmarking is planned for September 12 at Roundup.

The group is also planning to arrange a tour of the Vandana Army Air Force Radar Base out of Forsyth.

For more information on 99s projects or to find out how to join, contact Dorothy Albright, 99s president, at Box 307, Roundup, phone 323-1011 or 323-1709.

JULY SAR ACTIVITY

By: Fred Hasskamp, Chief Safety and Education Bureau

Three SARSAT ELT reports were received during the month of July. One was in an aircraft at Kalispell, one near Thompson Falls, and one at Seeley Lake. A fourth ELT was located at the Helena Airport before a satellite report was received.

One INREQ was received on an aircraft that departed from the Shelby area to Billings. The flight plan had not been closed.

Free ATC Info Available

A new safety pamphlet on air traffic control (ATC) communication procedures has been prepared by AOPA to help pilots operate more safely and comfortably within terminal airspace.

The Montana Aeronautics Division has a limited number of this publication available. If you would like a free copy, please contact the Division office.

Want To Trade Wings?

If anyone would like to trade their older, larger "Montana Buffalo Head Wings," which were awarded to Montana flight instructors on completion of our FIRC, for a set of the smaller Wings more recently awarded, please contact O.P. Morrow, P.O. Box 6456, Great Falls, MT 59406.

GLASGOW AIR SHOW DRAWS BIG CROWD



An air show at the Valley Industrial Park (formerly Glasgow Air Force Base) on July 26 was a special attraction of the weekend celebration of the Glasgow Centennial. An estimated 3,500 to 4,000 people attended the show. The static display featured U.S. and Canadian military aircraft including an F-16, an F-14, an A-6, a Canadian Snow Bird, a rescue helicopter, and two military helicopters from Helena. Also in the static display were antiques and homebuilts. Special air show entertainment included Mike Wigen flying the "Z250"; Steve Wolf flying "Samson"; Delmar Benjamin in a "Bucker Jungmann"; and Roger Nelson. There was also a demonstration of radio controlled aircraft, and skydivers performed.



The air show float in the Centennial parade featured a Baby Lakes, pictured here with Buster and Logan Redfield, and a Great Lakes, with Heather Pederson in the cockpit.

COLUMBUS HOSTS SUCCESSFUL FLY-IN



A very successful fly-in was held August 1 at Columbus. Above are some of the aircraft which participated. The poker run was won by Arthur Moore of Seneca, Missouri. Larry Luckinbill of Columbus won the spot landing contest with his Arctic Tern; Wayne Behrens of Livingston won the flour bombing with his gyrocopter; Allen Rickman of Columbus and Larry Larson of Molt tied for the ribbon cutting with a PA-18 and a PA-12 respectively; and the concours was won by Ruben Wiebert of Hardin with his clipped wing J-3 Cub. Music for the dance at the Rickman Aircraft hangar in the evening was provided by Larry Larson and friends.

Montana: Big Sky, Big Effort

(Note: The following is reprinted from the July issue of the newsletter of the National Association of State Aviation Officials, Washington, D.C. Bruce Hoover, a member of their staff, participated as a guest lecturer in the 1987 Montana Aeronautics Division Aerospace Education Workshops.)

By: Bruce Hoover

It is an impressive state, both in size and landscape. They call it "Big Sky" country. What a great place to go to clean out those Washington, DC, cobwebs and to see what is happening outside the Capital Beltway. This past month I had the pleasure of representing NASAO at an aviation educational forum as the guest of Aeronautics Administrator Mike Ferguson.

I can't help but share with you the tremendous effort being put forth for aviation and space education in the state. With very limited resources, the Montana Aeronautics Division has reached out to over one hundred classroom teachers with their aerospace educational workshops this summer—and—they've been doing this for years!

During the two week educational "blitz" at six cities state-wide, Education Bureau Chief Fred Hasskamp coordinated the schedules, workshop directors and facilitators for this effort. With a state as large as Montana, this is quite a task. As Fred stated, "we feel we are planting the 'seeds' that will determine the future of airports, aircraft and airspace system of the state of Montana. The youngsters we reach out to will be making critical decisions at the voting polls in the near future."

The Montana folks are mapping out innovative programs that will strengthen the future of aviation in Big Sky country. For example, Montana is developing an undergraduate educational symposium for college juniors and seniors in education. For one credit hour, it is a great way to get aerospace education into the classrooms of Montana. It may become a part of the Montana Aviation Conference where these future educators will be provided at least ten contact hours of aviation and space education topics, activities and resources.

Montana knows that aviation and space motivates young individuals and they know education is the best way to assure the future of their airports and airways system. It is a state aviation agency that is setting a pattern of leadership that others may wish to examine.

FAA Issues Certificates

PRIVATE

Josephine Eisenzimer	Cascade
Roger Bair	Great Falls
Carl Scheidt	Great Falls
Terry Hansen	Whitefish
Peter McGowan	Plains
Alison Mohn	Bigfork
David Snell	Butte
John Carter	Cut Bank
Dennis Bacon	Bozeman
Ronald Rasmussen	Helena
Jeffery Skyberg	Fort Peck
John Pierce	Billings
Kirk Litton	Billings
Herbert Swainson	Billings
Harold Auker	Hardin
Terrance Peterson	Billings
Jackson Pope	Emigrant
Merlin Ehlers	Pony

MULTI-ENGINE

Brad Van Tine	Billings
Gerald Bullinger	Billings

INSTRUMENT

Patricia Rasmussen	Great Falls (Multi-Engine)
David Engh	Billings
David Gellner	Billings

INSTRUCTOR

Richard Palmersheim	Fromberg (Basic Ground)
Wendy Cromwell	Bonner (Instrument Ground)
Edward Niquette	Great Falls

INSTRUCTOR RENEW/REINSTATE

Charles Wall	Billings
Eric Nelson	Billings
Ernest Satterthwait	Roundup
Sherrill Henderson	Sidney

Joachim Gloschat	Great Falls
Scott Keller	Kalispell
Wilfred Werner	Columbia Falls
Louis Kelleher	Bonner
Willard Rimby	Lewistown
Arne Scarpholt	Lewistown
William Woodhouse	Power
Dennis Skovgaard	Billings
Daniel Darkenwald	Billings



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